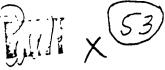
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1962/10/23

Department of State X



53-M	CHERET
Action	Control: 17323
EUR	Rec'd: October 23, 1962 3:45 p.m.
Info	FROM: Ottawa DIPARTIMIT OF CTATE A/CDC/AR
SS	TO: Secretary of State FEVER DATE 2/f/f8
G SP L H	NO: 522, October 23, 1 P.M. () Elite () DLCLARDITY in PART () Consequence in p. For More PA anomptions () () ()
SAL ARA	PRIORITY () COMMENSATE TO to () S or () C, OADR
IO E	ACTION DEPARTMENT 522, INFORMATION LONDON 36
P IOP INR	Reference: Department telegram 495, Embassy telegrams 514 and 517
RMR	Ritchie of External Affairs informed me this morning that Department of Transport had received request from Cubana agent at Shannon for a Cubana aircraft now at Prague to land and refuel at Gander en route Havana. Reply had been that plane upon landing Gander would be subject to examination to be sure that it conformed to Canadian laws and regulations. When I queried Ritchie as to the meaning of this restriction, he said it was intent Canadian Government to assure that cargo of plane did not contain items which were objects of the USG ship quarantine announced by President last night. Ritchie added that he thought it most doubtful that Cubana plane would proceed in the light of uncertainties of examina- tion procedure at Gander. No flight plan has as yet been filed and if this is received, during eight to twelve hour period ensuing before arrival aircraft Gander, Canadian
	Government will send extra officials to participate in ex amination. Ritchie also inquired as to our view of duration we had in mind in use of word "temporarily" in request Department telegram 495.
	Comment: This approach appears to be typical Canadian compromise between disinclination to violate what it considers its legal obligations under ICAO and desire not to run counter US objectives. SECRETAL REPRODUCTION FROM THIS COPY IS
	PROHIBITED UNLESS "UNCLASSIFIED"
	DEPARTMENT OF STATE IS/FPC/CDR Date: 4/0/95

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CECKLI

-2- 522, Cctober 23, 1 P.M., from Ottawa

Ritchie left me with impression that Canadians have not thought through criteria which they would apply in determining what types of cargo would be permitted to go forward after refueling at Gander.

WHITE

MJA

NOTE: Advance copies to Mr. Bieling (EUR) and SS 10-23-62 CWO-M

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